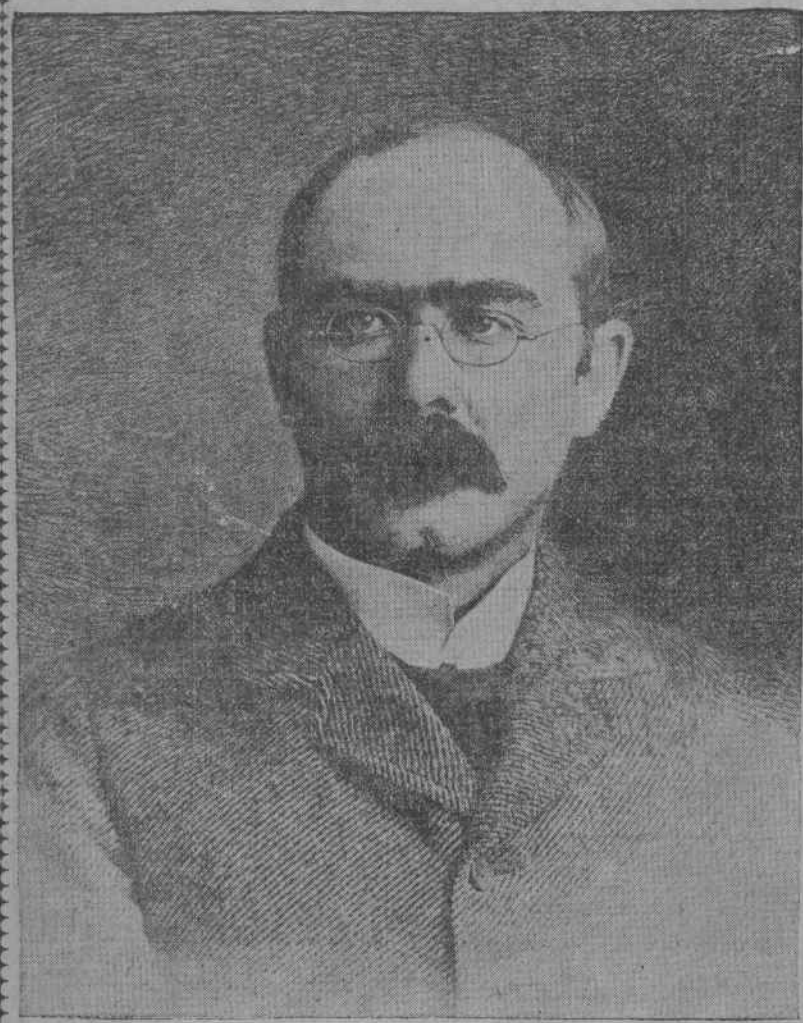


# RUDYARD KIPLING BITTEN BY A DOG.



Rudyard Kipling.

London, July 16.—Mr. Rudyard Kipling's right thumb has been bitten by a dog and is considerably inflamed.

He carries his arm in a sling, but it is not thought the injury will have serious consequences.

It is but a few months ago that the entire reading world waited anxiously the hourly bulletins that reported the progress of Rudyard Kipling's struggle with pneumonia.

## STRIKE ON THREE PENNSYLVANIA PIERS

Night Freight Handlers Demand an Increase in Pay.

The night force of 350 truck handlers employed on the three big Pennsylvania piers—Nos. 27, 28 and 29 North River—struck for higher wages at 5 o'clock yesterday afternoon.

They declared that the day force of more than four hundred would also strike at 5 o'clock this morning.

The men wanted 20 instead of 17 cents an hour, as heretofore, and they refused to give Agent M. Townsend time to consult General Manager Hutchinson, in Philadelphia.

Forty-two policemen and two roundsmen, under Sergeant Cosgrove, of the Leonard street station, were sent to the piers to keep order. The men gathered on the corners and promenade up and down West street, discussing the situation, but they made no disturbance and always obeyed a police order to move on.

Agent Townsend said: "We employ here day and night something like 800 freight handlers. They are employed regularly and not the same as longshoremen. They do not have to wait for a ship to come in before they can earn some money, but they can work every day and every night."

"We have always paid these men 17 cents an hour, but they were not restricted to ten hours' work. They could work twelve, or fifteen, or seventeen hours, as they chose. The result was to give them an even greater income than the longshoremen can earn at the increased rate they have secured. They all earn more than \$2 per day."

"The first I knew of the threatened strike was this afternoon. Soon afterward I was visited by a committee of six men. One said they wanted 20 cents, another 25, and a third 35. I tried to reason with the men. Told them I had no power to settle the question of wages, and asked the committee to give me time to consult General Manager Hutchinson. The committee agreed to this, but when the members went out to tell the men, they were met by yells of 'Strike! Strike!' (We shall not try to get them back. They have shed off their own noses.")

The members of the committee, consisting of John Blake, P. McGee, W. Horan and James Cahill, tell a different story, though they admit they were inclined to give Agent Townsend more time. They say he knew of the men's wishes as early as last Friday, when a committee representing the lay force waited on him.

He understood perfectly, they say, that 20 cents an hour was the price they asked for their labor. The men have no organization and being so unorganized, they have strong hopes of carrying their contention.

A ferryboat made fifteen-minute trips to Bay street, Jersey City, to allow truckmen to cross and get freight from the cars.

**WOMEN WOULD PULL WAYS**  
**ROSSITER'S HAIR OUT.**

Mrs. John M. Parsons Tells How a Delegation of Her Sex Would Treat the Railroad President.

Mrs. John M. Parsons, wife of the General Master Workman of the Knights of Labor, has decided views on the subject of the rights of labor. She said last night: "I believe the women are much more radical than the men, and that if it had been a delegation of women who had called upon President Rossiter with a list of grievances he would not have a hair left in his head."

Want to buy a Store? Those offered for sale are advertised in the Journal's "Want" Advt. columns this morning. Watch the offers.

# GENERAL OTIS HAS INQUIRED THE PHILIPPINE CAMPAIGN.

## OTIS'S CAMPAIGN A SERIES OF BLUNDERS.

His conduct of the campaign has been a series of blunders, due partly to timidity and lack of confidence, partly to jealousy of other officers and partly to his incurable habit of wasting time correcting press dispatches and doing a clerk's work while generals in the field, powerless to move without his orders, are waiting for him to make up his mind in his office how to fight the enemy.—JAMES CREELMAN.

FOR six months General Otis has been sending dispatches from Manila reporting "imminent success" over the Philippine insurgents and the constant disintegration of Aguinaldo's army.

But after many months of campaigning against the half-armed natives with the best army the United States ever put into the field, General Otis is no further advanced in the pacification of the Philippine Islands than he was at the beginning. Several hundred men have been sacrificed to bullets and several thousands have been incapacitated by disease. And now another army is to be sent to reinforce him.

There is no question of the bravery of the troops. There has been no question of the ability of the regimental colonels and the company captains.

Colonel Funston led his volunteers in swimming rivers and fighting at the same time. Bruce Wallace, who is merely a lieutenant in the regular service, led his Montana men where the fighting was thickest, and securely minded a bullet through his chest. Colonel Egbert died at the head of his men. General Luiton asked for a musket with which to fight.

But what has General Otis, the commander-in-chief, done besides prophesy "imminent success"? James Creelman, the Journal's special commissioner, recently returned from the Philippines, cables from London an accurate answer to the question.

By James Creelman.  
Special Cable to the New York Journal and Advertiser.  
(Copyright, 1899, by the New York Journal and Advertiser.)

London, July 16.—After having spent several months with our troops in the Philippines, I am firmly convinced that unless General Otis is removed and a competent general put in command the whole campaign will be a failure.

I have been in the Cuban campaign as well as in the Philippines, and I can say honestly without the slightest prejudice that General Otis is much more responsible for the disastrous, humiliating condition of affairs in the East than General Shafter was for the calamities in Cuba, for the War Department furnished General Otis with a perfectly equipped, well fed army, and he had months of dry weather in which to fight against an imperfectly organized enemy.

To be perfectly plain, General Otis is a fussy old man, unaccustomed to anything but regimental command and saturated with the ideas and methods of a routine clerk. He is a man who has grown old serving in a regiment, and his experience and abilities do not go outside of regimental lines. Now that he finds himself in command of a large army entrusted with the government of a great archipelago it is no wonder that things are as they are.

### Dewey Was Dissatisfied.

It was because of this knowledge that Admiral Dewey, without consulting General Otis, privately cabled to President McKinley asking him to send to Manila a small commission of men skilled in statesmanship and diplomacy. It was apparent to him, as to others, that General Otis was not competent to deal with the far-reaching, intricate problems involved in a war with the natives.

Again and again Admiral Dewey expressed at the beginning of the present hostilities his dissatisfaction over the failure to make any advance against the enemy.

When finally, in despair of any action by Otis, Dewey began to take possession of other islands, Otis wrote to the Admiral a bitter letter complaining that the navy was forcing the campaign too fast.

### Officers Criticize Otis.

I was there then and I remember how general and other officers on the firing line bitterly denounced General Otis in private for immersing himself in petty details of municipal affairs, army contracts and custom house cases, while our firing line was stretched twenty-two measured miles around Manila, lying idly before an enemy growing stronger and more expert in infantry fire every day, while week after week of dry weather slipped away and the rainy season approached.

Even before the first insurgent attack on our troops, Aguinaldo was throwing up strong earthworks in sight of our lines. Major-General Anderson, commanding the First Division, insisted that his troops were being endangered, and asked permission to stop the Philippines from building fortifications.

"We will do nothing," said General Otis.

## "NO CARS WILL RUN TO-DAY," SAYS PINES

James Pines, who by virtue of his office as Master Workman of District Assembly No. 75, chairman of the Executive Committee of the seven local assemblies that declared the strike, was in a very determined frame of mind touching the strike last night.

"There will not," he said, "be a car running on any of the affected lines to-morrow. Many of the men failed to receive word to quit this morning, and others were a little timid, and that is why there isn't a general tie-up now."

The men now out are behaving themselves like men. I haven't heard of an act of violence. We will not have any, for we don't want to get the people down on us. The strike came about through the men themselves. They simply couldn't stand the conditions any longer and went ahead."

Mr. Pines spent the day at the strike headquarters, No. 118 Myrtle avenue. John N. Parsons was there, too, in the latter part of the afternoon. Earlier in the day, at the Clarendon Hotel, the General Master Workman of the Knights of Labor said:

"The strike is well on. Because the cars cease to run in the morning, crowded passengers are being carried to their destinations."

"The strike will be a success if the city government will do its duty in enforcing the laws. If the government officers shall fall in this, the only other alternative left to the men is to take their grievances to the polls."

"The effect of the strike will be perhaps to direct public attention strongly to the question of transferring the operation of the street car system to the city government. It is vitally interested than a private corporation can be. I mean, in other words, to municipal ownership."

"The men have been advised against gathering in the neighborhood of the com-

James Creelman Points Out the Fatal Result of His Petty Policy.

### A TRIVIAL CENSORSHIP.

Commander Announces That Alone Will Make Heroes and Rule Home Opinion.

"Unless the Philippines commit some act of war."

"But they are entreaching themselves against us," replied General Anderson, "and the moment a man puts a spade in the ground with hostile intent he has committed an act of war."

Anderson's arguments were useless. The entreaties of other generals to be permitted to put an end to the belligerent work of Filipinos were of no avail.

### Got Rid of Anderson.

When I reached Manila a few days after the bloody outbreak the whole army was lying in trenches, being fired at night and day, while General Otis was absorbed in routine details that an army clerk could have done as well. He refused to allow the army to make any advance. So instead of destroying the enemy was to fight them in trenches, being fired at night and day, while General Otis was absorbed in routine details that an army clerk could have done as well.

General Otis's principal thought seemed to be to prevent the army from being engaged to the United States, and his abuse of censorship has been almost incredible.

### Silly Waste of Time.

While the army in the field was anxiously awaiting orders during the advance on Malolos, he spent a whole hour reading my dispatch to the Journal, striking out names of officers mentioned for gallantry, changing descriptive phrases, and giving all mention of the part played by the navy and even occupying five minutes in selecting a single word.

This is the same experience which other correspondents have had during the war. General Otis has wasted hours of valuable time during the crucial days in revising press dispatches, coloring them to suit his own views.

### Struck Out Funston's Name.

On the night of the charge at Talhan River I went to General Otis's palace, having ridden in from the battle field. The General insisted on changing the dispatch I submitted to him, and actually struck out the name of Colonel Funston, whose regiment was the river under fire that day, saying:

"I propose to make all the heroes that are made in this war. I am General Thompson, the censor, has refused to allow me to mention regiments distinguishing themselves in battle, saying he was not to do so."

During General Wheaton's advance to Pasig and beyond with the Flying Brigade Otis ordered all press dispatches to be sent to him. He described the enemy fighting furiously and said enormous losses were being suffered by our troops.

As a matter of fact, on this occasion the insurgents were contemptible in numbers and ran away except in cases of one or two small bands, and their losses were very slight.

### Refused to Cable Lies.

General Otis's conditions for press dispatches were so outrageously dishonest that I refused to send any dispatches, preferring to let the Journal be beaten rather than to telegraph official lies.

The most extraordinary thing is that the censor, who was the captain of Malolos by McArthur and Santa Cruz by Lawton, General Otis had never been at the front.

Imagine this jealous clerk, who never went outside the city, directing with absolute tyrannical exactitude the operations of the campaign, while the soldiers like Lawton and MacArthur:

I know from my own association with both divisions in the field that General Otis

pany's property or disturbing it in any way.

"The strike will last as long as the people of Brooklyn are willing to stand this disturbed condition of affairs."

"The strikers will be supplied with funds from the general organization. They can hold out. It has come to a point where as many as well go down together as be cut off one by one."

"Thirty-six men were discharged on the Ridgeview division on Friday. On the Canarsie division thirty new crews were sent out in one day."

"There is no reason why the surface roads should be operated any differently from the grand trunk lines of the country. Every trunk line leaving New York City is operated under a yearly agreement with its employees."

"Disturbances have occurred, and will doubtless occur, because people who have old scores against the company will take advantage of this strike to settle them."

"There are in many leading cities of this country agencies established to furnish men at good wages to break strikes. It often happens that these men are sent from one city to another. They were sent to the last Brooklyn strike."

"There are now many indictments piling up in the District Attorney's office against the Pullman and Wagner companies and at the home offices of the railroads that operate their own cars. The curriculum of all is alike. The instructors are much the same, and the requirements for graduation in all the branches are identical. There are but a dozen branches of this college in Chicago."

### SLEEPING CAR PORTERS TRAINED IN A COLLEGE.

It Has Branches All Over the Country, and Makes the Men Look and Act Alike.

Chicago, July 16.—Many have wondered why all sleeping car porters look alike and do their work in much the same way. The answer comes from a college education not of the ordinary, classical sort, but one devoted to the science of caring for sleeping cars.

This college has branches in every division office of the Pullman and Wagner companies and at the home offices of the railroads that operate their own cars. The curriculum of all is alike. The instructors are much the same, and the requirements for graduation in all the branches are identical. There are but a dozen branches of this college in Chicago.

## OTIS RESPONSIBLE FOR FAILURE.

General Otis is a fussy old man, unaccustomed to anything but regimental command, and saturated with the ideas and methods of a routine clerk. He is a man who has grown old serving in a regiment, and his experience and abilities do not go outside of regimental lines. I can honestly say that General Otis is much more responsible for the disastrous, humiliating condition of affairs in the East than General Shafter was for the calamities in Cuba.—JAMES CREELMAN.

treated the generals as though they were schoolboys.

### Kept Lawton Waiting.

When it was announced that Lawton was on his way to the Philippines to command all the troops in the field as corps commander, every member of the little clique surrounding Otis was busy belittling Lawton.

When Lawton arrived, Otis refused to assign him to any command for five days, although there was heavy fighting. Lawton begged permission to take part in it, offering even to carry a musket if necessary.

I asked Otis what Lawton's status was and why he was not assigned.

"General Lawton is merely an officer reporting to me for orders," he replied, "and when I get ready to give him orders he'll know what his status is."

Otis's jealousy of Lawton was so plain as to be childish. For several weeks Otis never consulted him, nor gave him the slightest information regarding the plans of the campaign.

The truth of the situation is that General Otis is regarded by practically the whole army, officers and privates alike, as an incompetent officer who sacrifices everything to serve his own vanity and jealousy.

I do not speak with the slightest feeling against General Otis, whom I believe to be painstaking, industrious and, according to his own light, patriotic.

### Otis's Best Work.

He has accomplished a great deal in regulating the municipal affairs of Manila, but his conduct on the military side is a series of blunders, due partly to timidity and lack of experience, partly to jealousy of other officers and partly to his incurable habit of wasting his time correcting press dispatches and doing a clerk's work, while generals in the field, powerless to move without his orders, are waiting for him to make up his mind in his office how to fight the enemy.

### Autocrat of Public Opinion.

When I complained to General Otis that he was striking out of my dispatches things I had witnessed with my own eyes and which the American people had a right to know, he said:

"I don't propose to allow the American public to know anything about this campaign that will excite or excite it. So long as I am in command here the people of the United States will know no facts as I deem advisable to allow to be known."

"Any man who writes anything about this campaign contrary to my wishes will be expelled from the Philippines. We are not going to have any public agitation about this campaign if I can prevent it."

### BOSTON SAYS: "SEND MILES TO MANILA."

Boston, July 16.—"Resolved, That a letter be forwarded to President McKinley asking that General Miles be sent to take command in the Philippines until the island can fit for freedom."

Such was the resolution passed unanimously, amid great applause, by the audience at the patriotic lecture in Berkeley Temple this afternoon. Then the people subsided to listen to the lecture by the Rev. P. S. Hexter, D. D., of Chicago.

His subject had been given out as "The Old Fight and the New: Shall We Surrender the Heritage of Our Fathers?" and the audience expected to hear on the expansion question. The Philippines, however, were not mentioned by the lecturer, who spoke first on Chicago and then on rum.

### "SWITCHBACK" CARS CRASH ON A GRADE.

Tearing at sixty miles an hour down the steepest grade of the long "switchback" railway at Midway Park, Middletown, N. Y., a roller coaster car containing two men and two women broke a front wheel and plunged to the bottom of the hill in a cloud of flying splinters, shaking up its occupants like dice in a box.

This was yesterday afternoon, when the Ontario and Western Railway ran an excursion to the park. The persons whom the spectators expected to be dashed to death were Fred Lang, Jr., a Hoboken ice merchant; his wife, his sister and a friend of his named Verberck.

They were all severely bruised, but this was nothing compared with the panic that seized them when, looking up in response to the screams of the onlookers, they saw another car whizzing down the narrow incline that they had just traversed so painfully. There was no refuge for them save the roadway, fourteen feet below, and they all, with a common impulse, clambered over the guard rail and dropped.

At the same time the second car crashed into the first car, and was added to the wreck. Its occupants were not badly hurt, and they, hearing the wild shrieks of a party in a third car coming down the grade, hastened to follow the example of Lang and his friends.

Meanwhile an employee of the establishment named Ogden had reached the scene of the wreck and started to clear the track of a great log. Intent on this, he hurried over the second car, and, not seeing the danger, he stepped on it, and was hurled into the first car, and knocked him over the guard rail down to the road.

More cars were coming, and the whole scene was a confusion. But a general man reached the scene of the wreck and threw the two disabled cars off the track in the nick of time to prevent further accidents. That nobody should have been killed or maimed seemed a miracle.

# WORD TOO SMALL FOR THE SCHAACKS.



Florence Van Schaack.

Her husband, from whom she is separated, son of Millionaire Peter Van Schaack, of Chicago, went to Bath Beach with his sick brother. As soon as he discovered that she was there he wrote her a note, disclaiming all knowledge of her presence, and fled. She is now on the stage, and will appear at a Manhattan theatre this week.

Once again the lines of Mr. and Mrs. John C. Van Schaack have crossed—this time for but a moment.

Husband and wife—so often parted and so often reunited—who had sought to keep far asunder, found themselves hidden in the same retreat. The world is small indeed they found. There was no actual meeting. Mr. Van Schaack, discovering his wife's presence, wrote to her an apology, assured her that he had not intended to follow her, and departed, leaving the sick brother to be near whom he had gone to Bath Beach, where Mrs. Van Schaack, known on the stage as Flore, was making her professional debut.

Florence Palmer, daughter of the late Captain Palmer, of the Confederate Army, was born in Covington, Ky., in 1872. She developed great beauty, and when she made her debut at seventeen years of age she was pronounced the great social success of the year. She had travelled much abroad and spent her days in this country at the family residences in Pensacola, Fla., and Avondale, O.

While still a young girl, she had declared, she was thirty, and when she was thirty she broke the bonds to meet her fate in John C. Van Schaack. Van Schaack was the son of Peter Van Schaack, a millionaire Chicago druggist.

The young people lived happily in Chicago for four years. Then Mrs. Van Schaack, who had not gotten along well with her father-in-law, went to Paris, where she met many members of the nobility. She travelled through many lands with the Countess de Schoupsky, and it was during one of these trips that the Duke of Hamilton committed suicide on the Countess's yacht.

On her return to New York Mrs. Van Schaack was met by her husband, who told her that his father had threatened to disinherit him if he did not leave her. Van Schaack and his beautiful wife went to live in Brooklyn Heights with their young son. Mrs. Van Schaack mixed in the best society, and her life was a happy one until one day Van Schaack bade her good-bye. He said he was going to Chicago for a short time only, but many months passed.

One day in September, 1897, society in Chicago and Brooklyn was amazed to find that Mrs. Van Schaack had brought suit against her father-in-law for \$10,000 damages for the alienation of her husband's affections. She told the story to a Sheriff's jury in Brooklyn, read the above letters from her husband and moved the juryman to tears and a verdict for the full amount.

Mrs. Van Schaack has never recovered that judgment, but she did recover her husband—several times, indeed. There were reconciliations and happiness that lasted sometimes for days, sometimes for weeks.

**SCHOONER ASHORE ON  
THE JERSEY COAST.**

Crew Land Safely, and Later Return to Assist a Wrecking Outfit.

During the blinding storm and thick weather which prevailed early yesterday morning off the coast at Belmar, N. J., the two-masted schooner R. and C. Carson, laden with pine lumber, from Norfolk, Va., bound for New York, Captain Alfred Lawson, was driven ashore. She now lies head on in about seven feet of water, and with a calm sea is in no immediate danger.

The Life Saving crew from the Cono Station, under the command of Captain Shilba, rendered valuable aid. They attached two anchors out from the stern, which served to prevent the vessel from working in any closer to shore. Captain Lawson and crew came ashore about daybreak. Subsequently they returned to the disabled vessel and began directing the work of a wrecking tug. At a late hour the schooner was still aground.

**DIES OF RABIES AFTER A  
PASTEUR INSTITUTE "CURE."**

Charles N. O'Neil, the four-year-old son of John F. O'Neil, a builder living on Valley road, Montclair, died at 3:30 o'clock yesterday in convulsions from 7 o'clock in the morning.

The lad was bitten on June 1 by a dog which flew at the boy just as he stepped on the sidewalk from his home.

The child was bitten in the face, and its parents, the following day took him to the Pasteur Institute in New York, where he was treated.

The crisis had been passed and recovery of the boy seemed certain, when he developed marked symptoms of rabies.

## For Short-Smokes.

My "first appearance" in the newspapers. From now on look out for frequent tips on short-smokes.

**CUPID BOUQUET**  
LITTLE CIGARS  
10 IN A 10c.  
AT ALL FIRST-CLASS DEALERS.  
**D.H. McALPIN & CO.**  
NEW YORK